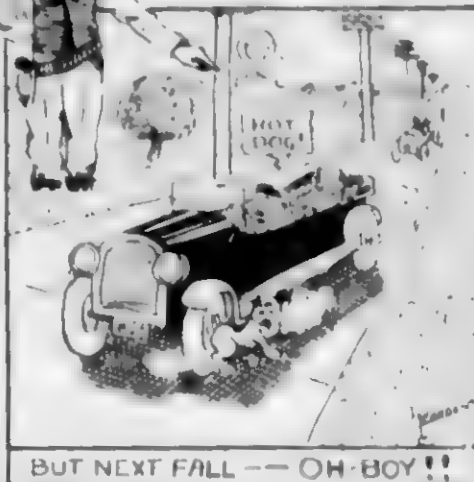


The Highwayman

Route 3, Absecon-Egg Harbor

The Highwayman Is Out
For More and Better Roads
in New Jersey

June, 1922
Vol. I
No. 11



When you run into a "detour" sign you may feel like cussing—but think of the years of better travel you are going to have as a result of it!

"Detour!"

Think of What's Back of It

A good road.

A beautiful day.

You're in the dickens of a hurry—and then, all of a sudden, the road you're following is blocked off short and you are requested to "follow the arrow."

No wonder the words you use are such that we cannot, editorially, do them justice! They have to be left to the imagination. But anyone who has ever "been there" can do some pretty accurate "imagining" on this point. Small wonder that, under such conditions, our choler rises and our collar wilts.

But after all, brother, there's nothing to get all hot up about. They are *your* roads; and you want 'em better; and there's no way to get 'em better except to do without using them while they're being fixed.

Moreover, it isn't only the particular piece of road that's blocked off which is being fixed. *It's one more link in a nation-wide system of highways—a modern road of magic that will take you, with speed and in safety, to Where-You-Will.* The hard-surfaced highway and the modern motors are the Twentieth Century "forty-league boots"—they will take you where you want to go as fast as the fabled foot gear, the story of which thrilled us all when we were kids. And they are *real*.

Furthermore, back of that barricaded road, which excites your ire and stirs your wrath,

there is something more. There is the organization known as your State Highway Department. In the old days, when roads were but strips of dirt set aside to travel on, it was merely a "department"—and a very minor one of the State's activities. Now it is one of the most highly organized and efficient bodies in the whole realm of public work. It carries on continuously research and experimental work, to determine how every dollar of *your* money can give you the maximum road value. It has its own expert chemists, laboratories, engineers, to make sure that the roads you get are built as carefully, and of as good materials, as you are paying to have them built.

Not only all this, but it has a "spirit"; an *ideal*; and that ideal is better roads, and better road service, than the world has ever known before.

So next time you strike a "detour" sign, and get red in the face, and bite your cigar in two, and split your collar-band—just stop and think of these things. And if you're not so darned much in a hurry as you think you are (which most of us usually are *not*!) just get out, and walk up the "closed" road, and watch 'em for a few minutes *building* a section of our national highway system—the greatest thing which this age is going to leave to the generations that are coming.

It will help you cool off!

The Highwayman

The Highwayman

The Highwayman

Published Monthly By The
State Highway Department, at Trenton, N. J.

The HIGHWAYMAN will be sent free upon application
to any citizen of New Jersey who is interested in
"More and Better Roads For New Jersey!"

THE HIGHWAYMAN

H. C. SHINN, *Editor in Chief*

Associate Editors

A. LIE GROVER R. B. GAGE
C. F. BEDWELL EDWARD E. REED
CHAS. FISHER

Managing Editor

F. F. ROCKWELL

State Highway Commission

Governor EDWARD L. EDWARDS, *Ex Officio*

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GEORGE PADDOCK	- - -	Newark
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2nd Vice President	- - -	J. L. VOGEL, Bridge Division
3rd Vice Pres.	- - -	WILLARD EMMONS, Equipment Div.
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5th Vice President	- - -	WM. J. MCGOVERN, State Labor
6th Vice President	- - -	H. D. ROBBINS, Construction
Executive Secretary	- - -	EDWARD W. O'BRIEN

Say, Men—We Want You In On This!

The men of this Department are doing some paving that is not confined to the Highways, because every time we ask them for an article, they usually agree that they had it in mind to write on such and such a subject and have perfectly good intentions of doing so.

From the results we actually secured by our requests for information we are convinced that these fellows are furnishing a good deal of paving (in the form of good intentions) for a still hotter climate than New Jersey.

Right here we want to say that although we have heard a lot about good work, good men, good material plants, etc., and the fact that articles are going to be sent in on these subjects—but they never reach us.

We all get tired about hearing of the fellows in the Administrative Office and would like to hear about and from the men actually on the work. Construction Inspectors, for instance, must be brim full of good stuff that the HIGHWAYMAN is anxious to print. Good stories and information are not confined to them, however, we would have to mention every employee in the State Highway Department to cover the possible sources of interesting information for this publication.

Don't be afraid to express your point of view. If after looking over your stuff, we feel that it is not policy to print, it will not be a reflection against the writer or the material sent in. If you can't think of a subject to write about, send us a postal card and we will suggest one to you. Very much less than one-half of one per cent. of the information we receive is rejected for any reason.



MARVEN HOWELL

*Who has been Chief Auditor and Accountant
of the State Highway Department since 1919*

He Checks Up On How Your Money Spent

Mr. Howell is another "Trenton" member of the New Jersey State Highway Department.

He was born in this city in 1887 and received his education in the Trenton public schools, including the Trenton High School, from which he was graduated in 1905. After leaving High School he took the Pace and Pace course in higher accounting.

He first accepted a position with the Mechanics National Bank of Trenton, New Jersey, leaving the above institution after a year's service, to operate the Troy Laundry Company of this city. He disposed of his interests the following year and located in Milwaukee, Wisconsin. Here he remained for eleven years, the last five of which he was in charge of the Accounting Department of the O. C. Hansen Manufacturing Company of that city.

In 1917 Mr. Howell accepted a position with the New Jersey State Highway Department as Auditor and Accountant, and became Chief Auditor and Accountant in 1919.

Personal Mention Column

Eddie O'Brien! Do you know Eddie? He is the man you have to pass in order to get into the Chief's Office. Not very tall, but full of pep and one of the hardest working men in the Department. He is one of the several men of the Department, who have a task that is not loaded down with glory, but nevertheless, a lot depends upon his accuracy, good judgment, tact, perseverance and hard work.

Some young men would feel that they were being imposed upon by the gruelling work that is often Eddie's lot, but we think that Eddie appreciates the opportunity for growth and advancement, that usually goes with this kind of a position.

In spite of the fact that Eddie's attention is continually divided between the Chief's buzzes, which means some rapid fire dictation, that "busy telephone" and the many visitors who seek admission to the Chief's Sanctum, Eddie turns up a cheerful countenance to all those who enter his ante-room and has the sincere respect and liking of the men and women of the Department.

Large Increase in Population of Testing Engineers

J. Glenn Bragg recently passed cigars in celebration of the event of John Harper Bragg. Pop Bragg just breezed in the office, very much in need of a shave, and when we started to read this article to him, he allowed that J. Harper ain't going to be no Testing Engineer. Said he would rather see him follow some useful occupation like carrying the hod.



JOHN LEONARD VOGEL.

Who becomes, on July 1, Bridge Engineer of the New Jersey State Highway Department

John Leonard Vogel, Member American Society of Civil Engineers, Jersey City, N. J. (elected Junior Nov. 5, 1907; Associate Member May 6, 1914). Age 38. Born Jersey City, N. J. Completed five year course in science, Cooper Institute, New York City (nights) August, 1901, to Mar., 1902, with American Bridge Company, Brooklyn Plant, part of time as Draftsman. March, 1902, to February, 1906, with the H. W. Post, Cons. Engrs., New York City, as Draftsman, Estimator and Designer of structural steel work for buildings and bridges; February, 1906, to January, 1914, with the Central R. R. Co. of New Jersey, as Draftsman and Designer, until February, 1910, detailing and designing steel buildings, bridges and other miscellaneous structures; then Asst. Bridge Engineer in charge of preliminary and final designs, specifications and estimates for bridges, buildings, grade-crossings elimination, and other structures; work comprised design of steelwork for four-slip ferry terminal at Jersey City, steel viaduct over Navesink River at Red Bank (about 1800 feet long, double track), elevation of Newark and New York Branch (2 miles long) including two 256 ft. span double-track draw-bridges; design of plate girder and truss highway and railway bridges (span varying to 200 ft.) etc.; January, 1914, to October, 1916, Prin. Asst. Engineer, Board of Public Utility Commissioners, State of New Jersey, Div. of Bridges and Grade Crossings, inspection of railroad and trolley bridges in State, approval of bridge designs, investigations of bridges and grade-crossing elimination designs and estimates, all types of bridges, drawspans, lift spans, arches, reinforced concrete, etc.; October, 1916, to June, 1918, with Henry Steers, Inc., Contr. Engrs., as Designing Engr. of docks and piers (timber, reinforced concrete and filled in), pier and sheds and other miscellaneous structures, also estimating and general field work; June, 1918, to date, Designing Bridge Engineer, Board of Public Utility Commissioners, State of New Jersey, design and construction of all bridges (steel and reinforced concrete) for State Highway Commission of New Jersey.



Texas After Highway Grade Crossings

From the *Texas Highway Bulletin* we quote the following:

"Grade-crossings must be entirely eliminated from our highways. Out of 12,000 persons killed on the highways last year, 7,000 were struck down on grade-crossings. Investigation has shown that one motorist out of every three is careless at grade-crossings, approaching the tracks at a reckless speed without taking due notice of approaching trains. On the Southern Pacific Railroad alone 1909 cars or trucks were wrecked during the last three years.

A total of \$4,500,000 was paid out in death claims by the American insurance companies for the 12,000 persons killed last year. In addition to the fatalities there were 1,500,000 non-fatal injuries."

NEW JERSEY STATE HIGHWAY DEPARTMENT

March 1st, 1922

Excellency

HON. EDWARD I. EDWARDS, Governor

The State Highway Commission
and

THOMAS J. WASSER, State Highway Engineer

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G. R. MOORE, Asst Construction Engineer

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C. A. MEAD - - - Bridge Engineer

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"The aim of the New Jersey State Highway Commission is to promote the enthusiasm of every officer and employee in behalf of a high standard of public service, for it is the men of the State Highway Department who, by ability, loyalty, initiative, and faithful work, make the service what it is."

—GEO. L. BURTON, Chairman.



Famous Sayings

MAT. CUTLEY: The idea is this! (N. D. Supervisor).

TOM. ARRASTIBIA: Get busy! Get busy! (Foreman).

WOODRUFF: We won't discuss the matter any further.

MISS BARNETT: While I don't smoke, my favorite tobacco is "NAVY."



Watch the Curves

The fatalities from auto accidents increase with each month. With the tourist season just fairly starting, it behooves every autoist to do his utmost to see that his car does not maim or kill a fellowman as any result of his carelessness or indifference.

Many accidents occur at railroad crossings, and the men or women who try to beat the train are about in a class with the fellow who didn't know it was loaded—they are hopeless. But there is another source of accidents that can be watched carefully with the result of reducing the accident column very much—that is the curves. Take every curve at such speed that the car can be instantly stopped. You cannot see what is around the corner—neither can the other fellow. Do your part, be alert, watchful and careful, and then no accident will be charged to you.



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The Highwayman



ROSCOE P. MCCLAVE

Mr. McClave, of the firm of McClave & McClave, is County Engineer of Bergen County; Vice-President New Jersey Association of

County Engineers. He is also a member of the Executive, Publicity, Specifications, and Standard Form Committees of the County Engineers Association.

Bergen County's Hustling Engineer

If you want to know the life history of Mr. Roscoe P. McClave, just take it from his own words, as follows:

Born in New York 1881. Moved to New Jersey 1883. They tell me that I did not do very much to help with the moving. Nevertheless, we located in what is known as Cliffside Park.

Attended public and private schools both in New Jersey and New York. The schools which I attended were Fairview, Edgewater, Cliffside, Thirteenth Street in New York, Stevens Preparatory, Trinity, and took an engineering course in Princeton University. In the last named place also took some courses that were not in the curriculum.

Engineering work—El Paso, Northwestern and Western Railroad in New Mexico; New York Western and Boston Railroad from New York to White Plains; Pennsylvania Railroad, Pennsylvania Terminal; New York State Highway Department; McClave & McClave, Engineers, Cliffside Park, N. J.; Bergen County, New Jersey.



Married Men—Beware!

We will have to watch our step

Telephone rang, Art Bullock answered it and said to Cliff Whiteley, "Your wife wants to talk to you." Cliff picked up the telephone and very sweetly said, "Hello, Dear". Right after this the color of Cliff's face quickly assumed the hue of a red, red rose and profuse apologies were undertaken on his part. The conversation finally ended by Cliff saying, "All right, Miss Laughry, I hope you will pardon the mistake."

This only goes to show how we have to be careful in using the telephone because we cannot see who is on the other end.

Harry Shinn had a somewhat similar experience. Our Telephone Operator sits in the window in the L opposite Shinn's office, but a wall prevents a clear vision between the telephone switchboard and Shinn's desk. Peggy inquired across the way through the window if Mr. Shinn was in. Upon being assured that he was by Mr. Bullock, Shinn's telephone rang and Shinn, thinking he was talking to Peggy, said in a very over-sweet tone of voice "Hello Peggy". Harry's wife was connected from Lakewood on the wire. You know Harry had some explaining to do.

TAKE OUR WORD, BOYS, YOU CAN'T BE TOO CAREFUL.



Good engineering is the only safe insurance against waste in highway construction.

180,000 Miles of Good Roads!

If you drive a car, you'll be interested in this: When the government finishes up the roads it is helping build, the country will have a network of 180,000 miles of surfaced main highways, connecting Atlantic and Pacific coasts and our northern and southern borders.

To travel over that much road you'd have to drive your car 30 miles an hour, 24 hours a day, for 250 days.

Road projects under way in 1921 amounted to nearly 65,000 miles—about 11 times across the continent and back. During the year Uncle Sam and the States built 11,930 miles of federal-aid highways.

We are developing a great civilization here in America, for road building is in all centuries the measure of progress.

The speed with which, compared with former civilizations, we have flung a network of good roads through our wilderness and mountains and across our plains, is little short of amazing.

The first state road-building program was started only 101 years ago in Kentucky, when Abraham Lincoln was a boy of 12.—*NEA Service.*



From Chariot to Flivver

Traffic-on-wheels originated in China and Egypt, where carts were first invented.

Those first carts moved on wheels and axles carved out of one solid piece of stone. It took centuries for man to conceive of the axle being separate from the wheels.

The old Romans, master road builders, had 29 paved highways out of Rome. Over pavements of brick and mineral cement they drove their lumbering chariots with iron-rimmed wheels.

Joy-riders of those days lounged in reed-work baskers mounted on solid wheels about a foot thick.

Think of that when riding in a flivver seems bumpy.



Get Back of the Good Roads Movement!

Man's battle for good roads has been going on for thousands of years, ever since prehistoric man cleared a path through the jungles.

It may be that the roads of the future will be in the air, with flying machines carrying passengers and freight.

That, however, is bound to be a long way off. It is good to dream about. But, meantime, let's keep our feet on the ground and get behind the good-roads movement stronger than ever. Prosperity and recreation come slowly over bad roads.



The advertising makes it possible to equip our highways with these life and limb savers. We hope other

advertisers will follow the excellent taste in advertising "copy" which McManus Bros. have displayed.

One of the new "Warning Signals" that are making travel safer

Municipalities Through which the Several State Highway Routes Pass

Route No. 1. Trenton to Jersey City—From Trenton through Mercerville, Hamilton Square, Robbinsville, Windsor, Hightstown, Cranbury, Dayton, Deans, Black Horse, Georges Road, Red Lion, Voorhees, New Brunswick, Highland Park, Metuchen, Menlo Park, Iselin, Colonia, Rahway, Wheatshaeaf, Elizabeth, Newark, Kearney, to Jersey City.

Route No. 2. Camden to Trenton—From Camden through Bethel, Morrisville, North Pennsville, Cinnaminson, New Albany, Fairview, Bridgeboro, Cooperstown, Burlington, Stevens, Dobbins, Roebling, Kinkora, Fieldsboro, Bordentown, White Horse to Trenton.

Route No. 3. Camden to Absecon—From Camden through West Collingswood, Audubon, Haddon Heights, Barrington, Kirkwood, Laurel Springs, Berlin, Atco, Chesilhurst, Waterford, Ancora, Elm, Hammonton, Dacosta, Elwood, Egg Harbor City, Germania, Pomona, Doughlys, to Absecon.

Route No. 4. Absecon to Rahway—From Absecon through Conoversville, Oceanville, Centerville, Smithville, Johnsonstown, New Gretna, Bass River, Tuckerton, Parkertown, West Creek, Staffordville, Mayetta, Cedar Run, Manahawkin, Barnegat, Waretown, Forked River, Cedar Creek, Bayville, Toms River, Pleasant Plains, Seven Stars, Lakewood, Burrsville, Point Pleasant, Brielle, Manasquan, Sea Girt, Villa Park, Spring Lake, Como, Belmar, Avon-by-the-Sea, Bradley Beach, Ocean Grove, Asbury Park, Allenhurst, Deal Beach, Elberon, Long Branch, West Long Branch, Eatontown, Shrewsbury, Red Bank, Middletown, Betsy Ross Farm, Keyport, Morgan, South Amboy, Perth Amboy, Woodbridge, Demorest, to Rahway.

Route No. 5. Delaware to Irvington—From Delaware through Ramseyburg, Manunka Chunk, Bridgeville, Butzville, Pequest Furnace, Townsbury, Danville, Vienna, Hackettstown, Budd Lake, Netcong, Ledgewood, Kenil, Mine Hill, Dover, Rockaway, Denville, Tabor, Morris Plains, Morristown, Convent Station, Madison, Chatham, Summit, Springfield, Hilton to Irvington.

Route No. 6. Salem to Camden—Bridgeton to Mullica Hill—Salem to Bridgeton—From Salem through Welchtown, Woodstown, Mullica Hill, Jefferson, Mantua, Woodbury, Westville, Gloucester, to Camden.

From Bridgeton through Finley Station, Deerfield Street, Shirley, Pittsgrove, Pole Tavern, Whig Lane to Mullica Hill.

From Salem through Quinton, Pecks Corner, Shiloh to Bridgeton.

Route No. 7. Hightstown to Asbury Park—From Hightstown through Bergen Mills, Manalapan, Freehold, Jerseyville, Hamilton, Hamilton Mills, Ocean Grove Heights, to Asbury Park.

Route No. 8. Montclair to State Line at Unionville—From Montclair through Verona, Cedar Grove, Singac,

Mountain View, Wayne, Pequannock, Pompton Plains, Riverdale, Bloomingdale, Butler, Smith Mills, Charlottesburg, Newfoundland, Stockholm, Beaver Lake, Franklin Furnace, Hardistonville, Hamburg, Sussex to Unionville.

Route No. 9. Phillipsburg to Elizabeth—From Phillipsburg through Still Valley, Bloomsbury, West Portal, Perryville, Clinton, Annandale, Lebanon, Potterstown, Whitehouse, Mechanicsville, North Branch, Raritan, Somerville, Bound Brook, East Bound Brook, Dunellen, Plainfield, Fanwood, Westfield, Garwood, Cranford, Roselle Park, Elmore, to Elizabeth.

Route No. 10. Paterson to Fort Lee Ferry—From Paterson through Dundee Lake, Rochelle Park, Hackensack, Little Valley, Ridgefield, Palisade Park, to Fort Lee Ferry at Edgewater.

Route No. 11. Newark to Paterson—From Newark through Belleville, Bloomfield, Nutley, Passaic, to Paterson.

Route No. 12. Phillipsburg to Paterson—From Phillipsburg through Coopersville, New Village, Broadway, Washington, Port Colden, Beattystown, Hackettstown, thence over Route No. 5 by way of Budd Lake, Netcong, Ledgewood, Kenil, Mine Hill, Dover and Rockaway to Denville, thence through Fox Hill, Parsippany, Pine Brook, Fairfield, Little Falls, Totowa, to Paterson.

Route No. 13. Trenton to New Brunswick—From Trenton through Lawrenceville, Cox's Corner, Princeton, Kingston, Little Rocky Hill, Ten Mile Run, Franklin Park, Voorhees, to New Brunswick.

Route No. 14. Cape May to Egg Harbor City—From Cape May through Bennett, Rio Grande, Whitesboro, Burleigh, Wildwood Junction, Mayville, Cape May Court House, Swainton, Clermont, Ocean View, Seaville, Greenfield, Cedar Springs, Petersburg, Middletown, Tuckahoe, Oakville, Estelleville, Mays Landing, to Egg Harbor City.

Route No. 15. Bridgeton to Rio Grande—From Bridgeton through Gouldtown, Millville, Menantico, Port Elizabeth, Bricksboro, Dorchester, Delmont, Eldora, East Creek, Dennisville, South Dennis, Goshen, Dias Creek, Pierces, Green Creek, Nummy Town to Rio Grande.

Route No. 16. Princeton to Morristown—From Princeton through Harlingen, Belle Mead, Pleasantview, South Somerville, Somerville, Pluckemin, Bedminister, Far Hills, Mine Brook, Bernardsville, Van Dorens' Mills, Glen Alpin, to Morristown.



Accepting half-baked opinions of political demagogues on highway matters is the poorest investment a taxpayer can make.

Contract News

Prepared to June 15, 1922

Feb. 6—Route 6, Section 5, Shirley-Oldman's Creek, Reinforced Concrete Paving job, 6.812 miles, 20 feet wide with gravel shoulders, was awarded to the Benjamin Foster Company, Philadelphia, Pennsylvania, on their low bid of \$254,021.53.

Feb. 15—Route 6, Section 6—Old Man's Creek-Mullica Hill, Reinforced Concrete Paving job, 5.028 miles, 20-30 feet wide with gravel shoulders, was awarded to the firm of M. Staub, Swedesboro, New Jersey, on his low bid of \$203,660.48.

Feb. 14—Route 2, Section 3, South Broad St., Storm Drain job was awarded to A. G. Thompson, of Trenton, New Jersey, on his low bid of \$17,665.06.

March 6—Route 6, Section 10, Quinton to Marlboro, Grading and Graveling job, 5.994 miles, 20 feet wide, with earth shoulders, was awarded to the Masterson Construction Corporation, New York City, on their low bid of \$79,793.17.

March 6—Route 6, Section 11, Salem to Quinton, Reinforced Concrete paving job, 2.618 miles, 20 feet wide with gravel shoulders was awarded to Joseph E. Burke, of Plainfield, New Jersey, on his low bid of \$111,833.79.

Feb. 27—Route 10, Section 1-B, Arcadian Way to Anderson Ave. in Fort Lee, Reinforced concrete paving job, 0.48 miles, 20 and 30 feet wide with earth shoulders, was awarded to the firm of John J. McGarry, Edgewater, New Jersey, on his low bid of \$104,362.61.

Feb. 21—Route 14, Section 5, Cape May Court House to Swainton, Reinforced Concrete Paving job, 2.987 miles, 20 feet wide with gravel shoulders, was awarded to the firm of Sutton and Corson, Ocean City, New Jersey, on their low bid of \$118,776.16.

March 8—Route 4, Section 9, Smithville-Mullica River, Warrenite Bitulithic job, on concrete base, 3.748 miles, thirty feet wide, with gravel shoulders was awarded to C. H. Earle of Hackensack, New Jersey, on his low bid of \$374,533.77.

March 8—Route 4, Section 6, Eatontown-West Long Branch, Sheet Asphalt job on Concrete Base, 2.69 miles, 20 feet wide with earth shoulders was awarded to the Utility Construction Company of New Brunswick, New Jersey, on their low bid of \$149,679.74.

April 14—Route 5, Section 5, Madison Ave., Madison Township and Borough of Madison, Warrenite Bitulithic on Concrete base, 2.032 miles, 20 feet wide with earth shoulders, was awarded to the Northern Construction Company, of Newark, New Jersey, on their low bid of \$117,844.37.

April 13—Route 15, Sections 2 and 3, Bridgeton-Millville, Warrenite Bitulithic on Concrete base, 8 miles, 20 feet wide with gravel shoulders was awarded to the Tri-State Construction Company of Bridgeton, New Jersey, on their low bid of \$455,500.12.

April 14—Route 4, Section 14, Laurelton-Lakewood, 3.875 miles, Reinforced Concrete Paving job, 20 feet wide with gravel shoulders was awarded to C. H. Earle of Hackensack, New Jersey, on his low bid of \$144,705.68.

April 28—Route 4, Section 13, Richmond Ave., Point Pleasant Beach, Reinforced Concrete paving job, 0.848 miles, 20 feet wide with earth shoulders was awarded to C. H. Earle of Hackensack, New Jersey, on his low bid of \$35,471.76.

May 16—Route 4, Section 15, Lakewood (County section) 2.556 miles Reinforced Concrete Paving job, twenty-eight and thirty feet wide, was awarded to the Public Service Production Company of Newark, on their low bid of \$75,748.82.

May 16—Route 4, Section 15, Lakewood (Township Section) 2.556 miles, Reinforced concrete paving job, 36 and 50 feet wide was awarded to C. H. Earle of Hackensack, New Jersey, on his low bid of \$105,741.10.

May 23—Route 6, Section 12, East Commerce Street, Bridgeton, 1.314 miles long, Sheet Asphalt paving job on Concrete Base, 20 and 32 feet wide, was awarded to E. R. Mixner Co., on their low bid of \$80,422.01.

May 26—Route 9, Section 8, North Branch-Somerville, 3.837 miles, Reinforced Concrete paving job, 20 feet wide with earth shoulder was awarded to Ralph Sangiovanni, on his low bid of \$159,077.59.

May 26—Route 16, Section 3, Bedminster-Pluckamin, 2.415 miles Reinforced Concrete paving job, 20 feet wide with earth shoulders was awarded to Ralph Sangiovanni, on his low bid of \$135,648.39.

May 26—Route 4, Section 16, Maine St., Toms River, 1.096 miles long, Reinforced Concrete paving job, 20, 30, 36, 38 and 56 feet wide with gravel shoulders was awarded to the Public Service Production Company of Newark, on their low bid of \$62,864.59.

June 2—Route 5, Section 9, Barkers Corner-Hacketts-town, 2.99 miles Reinforced Concrete paving job, 20 and 48 feet wide with earth shoulders was awarded to Frank J. Groman, of Bethlehem, Pennsylvania, on his low bid of \$230,274.37.

June 6—Route 2, Section 3-A, Whitehorse-Crosswicks Creek, 0.389 miles, Reinforced Concrete paving job, 30 and 40 feet wide was awarded to Daniel Klockner, of Trenton, New Jersey, on his low bid of \$37,472.82.

Jan. 10—Route 6, Section 8, Pearl St., Bridgeton, Reinforced Concrete paving job, 0.455 miles, 20 and 30 feet wide with gravel shoulders was awarded to the Tri-State Construction Company, Bridgeton, New Jersey, on their low bid of \$76,302.36.

April 5—Route 4, Section 10, Shadow Lawn-Roseld Avenue, Sheet Asphalt Paving job on Concrete Base, 2.41 miles, 20 and 36 feet wide with earth shoulders, was awarded to Newark Paving Company, of Newark, New Jersey, on their low bid of \$104,969.51.

April 4—Route 2, Section 3, South Broad Street, Sheet Asphalt job, on Concrete Base, 0.648 miles, 48.5 feet wide, was awarded to J. J. Barrett, Trenton, New Jersey, on his low bid of \$69,433.77.

March 1—Route 11, Section 1, Main Street, Passaic, Sheet Asphalt job, on Concrete Base, 0.257 miles, 22 feet, 2 inches wide, was awarded to Union Building Construction Company, Passaic, New Jersey, on their low bid of \$15,160.15.

April 5—Route 4, Section 12, Sea Girt Avenue, Reinforced Concrete Paving job, 0.162 miles, 20 feet wide with earth shoulders was awarded to T. H. Riddle, New Brunswick, New Jersey, on his low bid of \$8,569.23.

April 4—Route 9, Section 6, Somerville-Bound Brook, Reinforced Concrete Paving job, 2.491 miles, 20 feet wide, earth shoulders was awarded to Salmon Brothers, Netcong, New Jersey, on their low bid of \$131,710.10.

March 31—Route 4, Section 5-A, Storm Drain in Red Bank, was awarded to Chas. J. Romano, Montclair, New Jersey, on his low bid of \$15,314.85.

April 10—Route 6, Section 9, Salem-Collier's Run, Reinforced Concrete Paving job, 4.752 miles, 20 feet wide with gravel shoulders was awarded to Sampson & Reuter, Elizabeth, New Jersey, on their low bid of \$196,975.08.

April 18—Route 9, Section 5, Union Avenue, Bound Brook, Sheet Asphalt on Concrete Base, 1.501 miles, 20 feet wide with earth shoulders was awarded to the Utility Construction Company of New Brunswick, New Jersey, on their low bid of \$93,090.31.

April 10—Route 3, Section 8, Camden-Clements Bridge Road, Reinforced Concrete Paving job, 3.82 miles, 36 and 40 feet with earth shoulders was awarded to W. Penn Corson, Camden, N. J., on his low bid of \$269,644.85.

April 10, Route 3, Section 9, Clements Bridge Road-Kirkwood, Reinforced Concrete Paving job, 3.756 miles, 29 feet wide with earth shoulders was awarded to John M. Kelley Construction Co., Camden, N. J., on their low bid of \$200,592.95.

April 10—Route 3, Section 10, Kirkwood-Berlin, Reinforced Concrete Paving job, 5.576 miles, 29 feet wide with earth shoulders was awarded to John M. Kelley Construction Co., Camden, N. J., on their low bid of \$297,993.89.

Road Inspection—Its Mighty Important Work

The following article appearing on the editorial page of *Successful Methods* entitled "School Boy Inspectors" emphasizes the advisability of the policy inaugurated in this Department of securing good men as far as possible for the important position of Inspector on road work.

The rapid expansion of highway work and improvements in requirements of highway construction have made it so complicated, that this Highway Department through educational work is training men to better fill the position of Inspector. This work, together with the requirements of the specifications insures the contractors against acts of inspectors which are so heartily condemned in the article referred to. The Inspector has not the authority to initiate drastic action in connection with contracts made by the Department, as the contract and specifications provides that important decisions affecting the work must come from the Executive Office.

SCHOOL BOY INSPECTORS

Early next month the annual crop of school boy inspectors will appear. All over the country boys fresh from college who know practically nothing about construction work will be placed as dictators on jobs of every kind. Practically all these boys are honest. They have the best

intentions in the world. They are all short on just one vital qualification—experience.

This annual fiasco has gone on since the memory of man runneth not to the contrary. Most contractors believe there is no hope of avoiding the handicap such inexperienced inspectors put on their work. They look on the coming of these school boy engineering authorities as they do on late frosts, floods and droughts. Acts of God—inevitable—anything you want to call them. Only use plenty of language.

Most engineers appreciate the situation. Generally their hands are tied by a lack of sufficient funds to hire competent, experienced inspectors. There are, however, many notable exceptions. Too often engineers take the attitude that the inspector must be a parrot on the specifications. He must say and do what he is told. He can be trusted to exercise very little judgment; and, in too many cases, that unfortunately is true.

Sooner or later engineering societies will get down to earth in more of their deliberations. They have come a long way in the last 20 years from their pinnacle of "pure science" of the old days. One of the bed rock subjects they will consider before long is the elimination of incompetent and inexperienced inspectors. May Providence speed that day.

What New Jersey Has Done to Help the Lincoln Highway Association

The Highway Department of New Jersey has marked the Lincoln Highway with a permanent marker from Weehawken Ferry across the Hudson River to the Lower Delaware River Bridge at Trenton, a distance of approximately sixty-four miles. These permanent markers were supplied by the Lincoln Highway Association, and with the consent of State Highway Engineer T. J. Wasser the signs were erected by the Maintenance Department. The signs are made of an enamel plate and are erected on iron trolley poles, or placed on 4 in. x 4 in. x 8 ft. wooden posts which are also furnished by the Lincoln Highway Association.

In 1916 the Lincoln Highway Association attempted to standardize a system of marking. Poles were painted at bad intersections and curves where tourists might get off the highway. Constant exposure dimmed the painted markers, and in many instances they were done away with by the resetting of new poles. A large portion of this work was done and paid for by local Auto Clubs, Towns, Cities, Chambers of Commerce, or Auto Firms.

Learning that this system of marking would last but a short time, the permanent marker now used was designed. During 1920-1921 the Lincoln Highway Association extended this permanent marker from San Francisco, California, to Weehawken Ferry, a total distance of 3305 miles.

In 1913 when the Lincoln Highway was dedicated this trip across the continent would take from sixty to ninety days. The total distance of 3305 miles can now be made by tourists in twelve to fifteen days.

Sharp Turns

BY JAMES W. BROOKS

Placing a man in office for a definite task and then wasting his time with complaints is poor business.

As a cost-reducer nothing beats a full day's work.

It might not be amiss to suggest that taxpayers are beginning to wonder if overhead expense in road promotion isn't getting a bit too high.

Diverting motor vehicle receipts into channels other than road construction and maintenance is an unsafe financial detour for any state.

Redeeming a highway bond is easier than pulling through mud. In the first case, payment comes only once; in the second every time it rains.

A rich man's pocket book is sometimes the biggest rock in the way of road improvement.

The politician who shouts loudest in behalf of the taxpayer is really shouting to save his own political hide.

The road ahead today for this Nation leads back to the farm.

No political formula can take the place of an engineer's blue-print, and build roads that will amount to anything.

Half truths are like cheap roads. Both fall short of satisfactory results.

In the meantime, the transmission of highway power from horse-collar to gasoline goes steadily on.

It takes a long vision indeed to keep up with the lengthening demands for modern highway service.

—Highway News Digest.



Does it make a difference in the town? Well, we guess yes! (Left) "Before" June 29, 1921; (Right) "After", May 11, 1922: Route 4; Section 5, Red Bank-Eatontown



If you've ever had occasion to call the Highway Department, you know sweet-voiced "Peggy" (She was christened Anna E. Barnett, but nobody bothers about that!) Peggy is a good little Highway-

man, but she never holds you up for a number. Believe us, it's going some to be a switchboard operator, and one of the most popular persons in the Department at the same time.

"PEGGY" AT THE PEGS

Eliminating the Filling Station Nuisance

Salem is the First City to Co-operate with the Highway Department

Included in the general program of "service to motor car owners" which the Highway Department has inaugurated, is the aim to *keep the roads clear*.

For this reason, as mentioned in a previous issue of the HIGHWAYMAN, the Department has adopted a general policy of keeping all filling stations well back from the highways, with "drive-in entrances," so as to prevent the congestion of traffic which so often takes place where such stations are too near the highway.

It gives us great pleasure to reproduce the following correspondence, which shows how the City of Salem, New Jersey, has co-operated with the Department in attaining this very well worth while improvement:

CITY RECORDER'S OFFICE Salem, N. J.

William B. Dunn, City Recorder

Salem, New Jersey, April 25, 1922.

State Highway Commission,
Trenton, New Jersey.
Attention:—Mr. Wassser.

Dear Sir:—At the meeting of Common Council last evening the following resolution was unanimously adopted:

"Be it Resolved, That no gasoline or oil filling stations be erected on any State Highways within the City limits, after the adoption of this resolution unless same comply in every respect to the provisions and regulations of the State Highway Department."

Council thought you might be interested to know that the City will cooperate with you in every way in regulating the installation of these tanks.

Yours very truly,

W. B. DUNN, Recorder.

State of New Jersey
State Highway
Commission
Trenton

April 27, 1922.

Mr. W. B. Dunn,
City Recorder,
City of Salem, N. J.

Dear Sir:—It was very gratifying indeed to receive from you your communication of April 25th, in which you quoted the resolution passed by your City in regard to the installation of gas tanks and filling stations within your City along the State Highways.

Your city is the first municipality to openly

support the State Highway Commission in its effort to eliminate congestion of traffic by requiring all gasoline filling stations to be so located as to require drive-in entrances, and if you have no objection, I will be only too glad to publish this letter from you in our monthly publication in order to give it the widest publicity, trusting that there are other municipalities which may be giving us their support but have not advised us of the fact. Your letter will be presented to the Commission at the next meeting.

Thanking you on behalf of the Commission for the co-operative spirit shown, I remain

Very truly yours,

T. J. WASSER, State Highway Engineer.

TJW/O'B.
2066-4-26.

CITY RECORDER'S OFFICE

Salem, N. J.

William B. Dunn, City Recorder

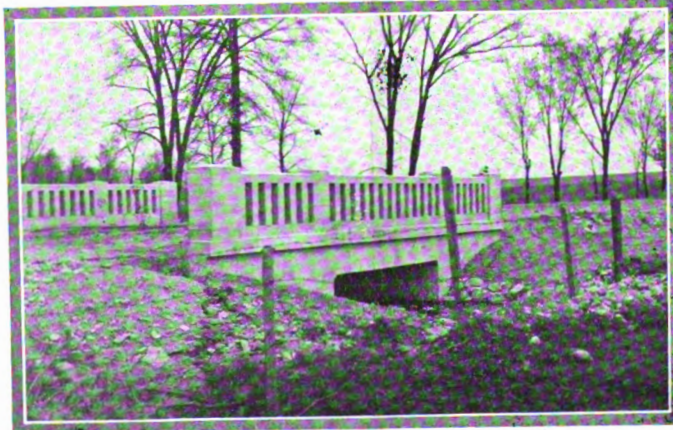
Salem, New Jersey, April 28, 1922.

Mr. Thomas J. Wassser,
State Highway Engineer,
Trenton, New Jersey.

Dear Sir:—Your letter of the twenty-seventh instant is at hand and we naturally are pleased that Salem City has taken the initiative in supporting the State Highway Commission in the matter of gasoline and oil stations.

You are at liberty to use the resolution adopted by Common Council, but I feel that it is rather brief for a newspaper article. You might add, if you like, that when the question of allowing a gasoline and oil station to be installed on East Broadway, now a part of the State Highway System, Route 6, that the Council immediately notified the applicant that the body would not act otherwise than with the rules and regulations of the State Highway Commission, and the resolution was adopted so Council's stand would be a matter of record. The applicant was referred to the Commission, with the statement that whatever the Commission said or ruled would be supported by Council.

The matter of gasoline and oil stations along the main thoroughfares of Salem City



Bridges of Beauty, as well as of strength and durability, are the aim of the Department.

of New Jersey

9



Here's the chief, T. J. Wasser, "caught" as he was leaving the quarry of the Bath Portland Cement Company at Bath, Pennsylvania. We don't know whether that piece of cement rock, in his left hand, is a little present for

Testing Engineer Gage, or destined to be "shied" at somebody in the other. At any rate, the chief, judging by his smile, seems well pleased with the fact that he is "getting away with it."

"T. J." IN ACTION

has been a troublesome one. As we have no ordinance governing their installation, many have been placed under the sidewalks, without permission from the governing body. Some of these tanks have also been placed so near the street intersections that traffic is handicapped. Right in the heart of the City, or business section, some tanks are located, and you can imagine what a nuisance they are at times.

We will appreciate it if you will keep us informed of any rulings regarding tanks that your body may make in the future.

Yours very truly,

W. B. DUNN, Recorder.

STATE OF NEW JERSEY
State Highway Commission
Trenton

May 4, 1922.

Mr. W. B. Dunn,
City Recorder,
Salem, N. J.

My Dear Sir:—I am directed by the State Highway Commission to acknowledge your favors of April 25th and 28th, concerning the action of the Common Council of the City of Salem concerning the erection of gasoline filling stations within the city limits of Salem.

I am further directed by the Commission to express to you its appreciation of your co-operation in this matter which is of vital importance in facilitating traffic on State Highways.

Very truly yours,
A. LEE GROVER, Secretary.

G/R

Resolution Passed at the National Agricultural Conference at Washington, D. C.

Country highways are the farmer's first and principal transportation means of marketing his products. They are the arteries of the economic and social system of the country. On their condition rests the amount of the transportation charge that must be added to the gross cost of farm products and the more fully they are developed, the less that weather conditions and soil are allowed to clog the flow of traffic, the greater will be the health of the body politics and the added profusion of enjoyments and privileges to the common people.

The loss from bad roads should be reduced to a minimum, not only to enlarge the farmer's market but to shorten the time and reduce the spread of price between the farmer and the consumer.

The farmer ought to be able to haul to market twice as much twice as often as he has been able to do in the past. If the farmer is to be put in a position to help influence the price of his products by not dumping them on the market for fear of unseasonable weather, he must control the condition of the roads to his markets. Without proper road conditions "orderly marketing" can never be accomplished. Rapid growth of traffic over the highways has been so greatly intensified during the past few years that this method of transportation needs earnest and careful consideration.—Resolution passed at the National Agricultural Conference at Washington, D. C.

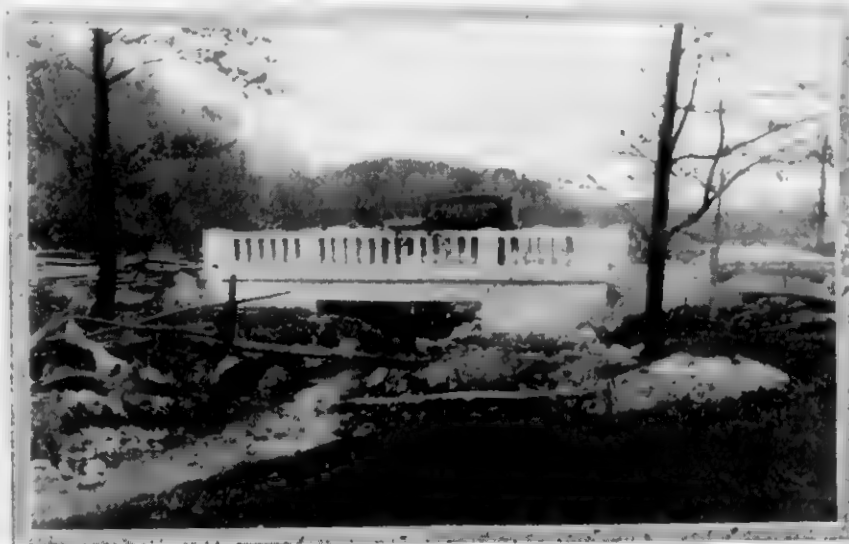


One way to get good out of bad is to pave the road.

Better Bridges for New Jersey

Compare the bridges shown on this, and on the preceding pages, with the average small bridge you come across. Each is but a short span. A wooden bridge, with a rickety side-rail would have "answered the purpose"—temporarily.

The aim of the High-



Bridges like these, built by the State Labor Forces, the Department is justly proud of

way Department, however, is to have all bridges just as staunch and permanent as it is making the roads of the state. Bridges like these will last for generations—and with no costly repairs and replacements. They are not only better and safer, but in the end less expensive, than the "cheap" bridges they replace.



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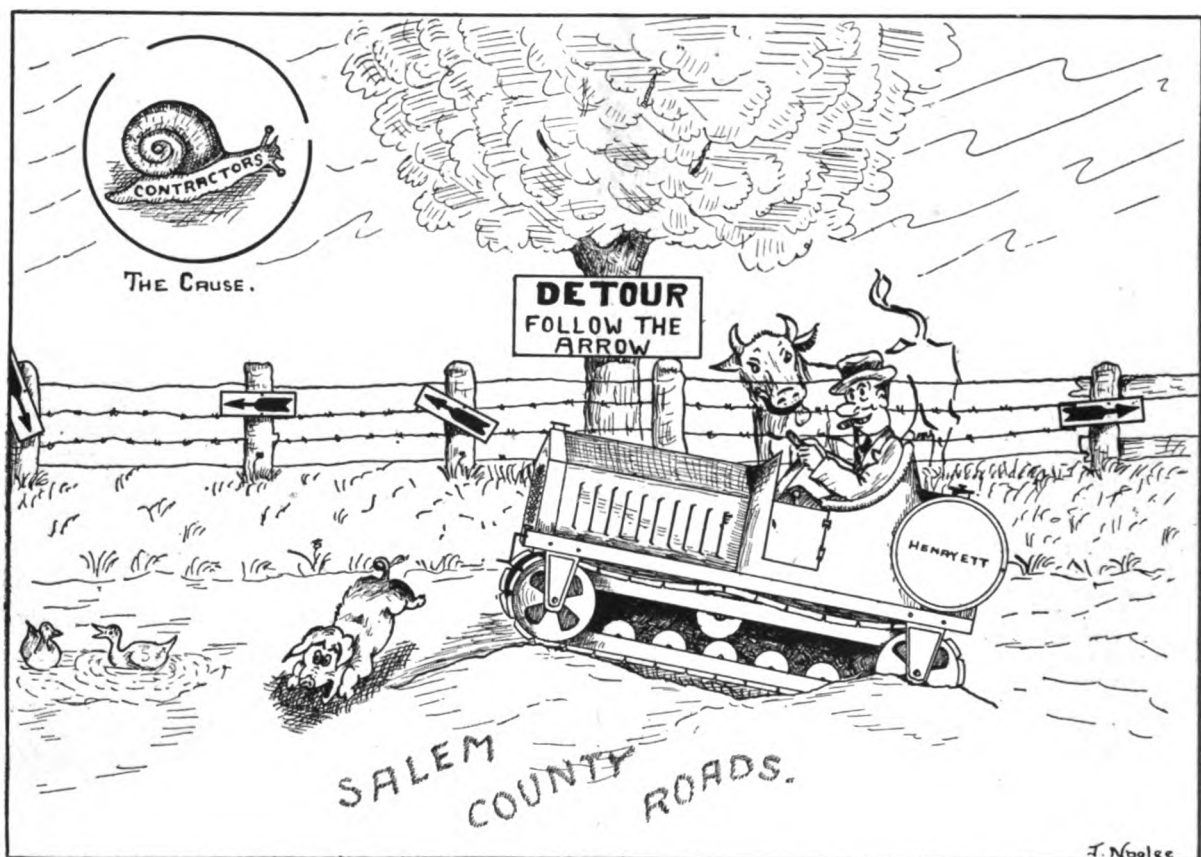
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The Highwayman



—Salem Standard & Jerseyman.

What Is The Trouble?

Public Cannot Understand Why More Pep is Not Shown in Road Work

Users of the roads in Salem county that are under contract to be reconstructed during the next few months are greatly concerned because of the delay in starting the work. This concern is more among the farmers who know that the longer the contractors are in making a start and rushing the work to completion just that much longer will they have to detour in getting their produce to Salem and elsewhere. This delay will be a serious handicap especially during the potato and tomato season, which is not far off.

The detour roads, too, are none too good and unless kept in better condition the farmers will have to do some juggling to keep their tomatoes and potatoes in the baskets.

Just what is causing the delay is not explained. It is no fault of the State Highway Department nor of the Board of Freeholders. There has been no scarcity of labor, no obstacle in the way of securing materials, and certainly car shortage cannot be pleaded. There is a penalty clause attached to each contract, which provides that the work shall be completed within a specified time and the Freeholders will be derelict in their duty if they do not enforce it. Some of the contractors have lost several days of excellent weather and it appears to us that the force employed is not as large as it should be. We are not road builders, but a layman can see that something should be done at once to get a little more pep into the work.

The Engineering force of the county worked days and nights to get the plans and specifications for these roads finished, having in mind the annoyance it would be to the farmers if the roads were torn up and unfit for travel during the busiest season of the year.

The Quinton-Marlboro contract was awarded on March 8th and the Masterson Construction Company is at work and has graded and filled in on part of the route and made the cut at Burden Hill. On the same date the Salem-Quinton road contract was let as was the contract for the rebuilding of the bridge near the Keasbey farm, but it was not until last week that work on the latter was actually started. It is true that the causeways at Quinton and on the Salem end have been filled and the trees razed and the road rooted. On February 8th the contract for the Shirley-Oldmans creek road was also let but the contractors have just about got started. It was on April 12th that the Salem-Woodstown road contract was awarded but little

progress is being made on that highway. The Pennsville-Salem road and the Peck's Corner-Cohansey road contracts were given out on May 10th and it is hoped the contractors will start soon.

The delay in rushing these roads to completion will mean that this summer Salem will be practically shut off from the use of all its main roads—Salem to Woodstown, Salem to Quinton, Salem to Pennsville.

If the authorities take any steps to make the contractors speed up, they also should get busy themselves and see that the travelling public gets some relief from the miserable detours that exist through some sections. To travel over some you need the filling pretty solid in your teeth to assure it staying in before you reach your journey's end.

We don't know who designated these detours but there is one in which it seems that poor judgment was shown. We refer to the detour from Alloway to Salem. The signs show that you leave Alloway and go via Alloway Junction over into Mannington and thence down by the Pointers to Salem. A far shorter route would have been directly from Alloway through Muttentown woods to Salem. There has been some unjust complaint about the condition of the latter road. It is not a designated detour by the State, consequently no money will be spent on it by the State Highway Department, but the Board of Freeholders certainly would be justified in expending some money in having the road scraped from time to time so that it will make better and shorter travelling to the county seat from Alloway.

While on the subject of roads and in fairness to the road contractors, it is well to remember that "people who live in glass houses should not throw stones." Take the road from Shirley to Elmer. Have you been over it lately? Well, if you can pick out a smooth place on it you are an expert. We understand that the Freeholders have authorized money for the maintenance of this road and have authorized the road improved, but if anything has been done it is not noticeable. It would be well for some of the Freeholders to take a ride over the county roads oftener. It is well to visit other States to inspect the types of road materials used, but Freeholders should know their county first.—The Salem Standard & Jerseyman.

When Spending Is Economy

Should the "Good Roads Bill" which has passed the house also get through the senate, as seems very probable, and receive the approval of the president, as appears certain, it will be another example of spending money that is economy. The bill carries an appropriation of \$65,000,000 for this year and \$75,000,000 for next year for the construction of good roads throughout the country.

It is noteworthy that this bill carries a greater amount than the usual waterways bill, and with reason. While the improvement of our waterways is essential to the proper development of transportation, yet the land transportation is infinitely more important. The auto has made the good road a necessity, as transportation of freight and passengers by auto is becoming so general that it is having an effect on the railroad situation.

There is another notable thing about this bill—there has been no charge or suggestion of "pork" about it. The river and harbor bill has been a stench for many years. It has been the last resort of the "pork hunters," and it has been drafted and passed by log-rolling methods that savor of other days, rather than the twentieth century. But the good roads legislation has been free from this charge because the provisions are different. The river and harbor bill may carry an item of \$100,000 for the improvement of Squeedunk creek, near Podunkville, and that gives the congressman from that district a few plums to distribute, as well as showing the home folks that he is on the job. In the matter of good roads, government appropriations are only available when the states do their share, and the states in turn pass the bill along to the communities benefited. This puts the matter on a fair and business-like basis.

Good roads can do more for a community than anything else. Without good roads it is impossible for a town to progress. The visitor of today looks at the streets and the roads and if he finds them in bad condition he passes the

town by. Good roads mean bringing goods to market at less expense, reduce the cost of living, increase the profits of the farmers, bring the rural population to town more often—put the town on the map. Money expended for good roads is not an expense, but a very profitable investment. It is real saving, and while there is a very general demand for economy in government expenditures, it is very certain that the appropriation of this bill will meet hearty approval and that the states will not be slow to take advantage of the opportunity offered to secure aid to better highways.—*Trenton (Missouri) Times.*



"Flivverboobs"

Reckless and careless drivers of automobiles are to be known as "flivverboobs" according to the decision reached by the judges deciding the American Automobile Association's contest to pick a name describing the reckless car driver in the same manner that "jay-walker" describes the careless pedestrian. The name was suggested by F. B. Simpson, of Cedar Rapids, Ia., who will receive the \$25 in gold offered as a prize by the A. A. A.

More than 10,000 names were submitted in this contest and the suggestions came from all parts of the United States. The committee selected to pass on the suggestions consisted of Col. C. O. Sherrill, head of Public Buildings and Grounds, Washington; Dr. Frank W. Ballou, superintendent of Public Schools, Washington; Inspector Albert J. Headley, head of the D. C. Traffic Department; Charles W. Semmes, president of the Semmes Motor Co., and Isaac Gans, prominent Washington business man.

The contest attracted nation-wide attention and the answers were of many varieties, including some who declared that it would be impossible to describe a reckless and careless driver in language that would go through the mails. The prize has been forwarded to Mr. Simpson.



In front of Seaview Golf Club, near Atlantic City, (Route 4)

Warrenite—Bitulithic Pavements Have Stood Up Under Heavy Traffic For 15 Years

The test of the paving is in the riding—and the cost of upkeep.

Upon either of these points we invite your critical investigation.

Some of the oldest paved roads in New Jersey were laid under the Warren patents.

Many of these have been in constant use under heavy traffic for fifteen years. They are still in excellent condition.

"The Best Road You Can Buy Is the Cheapest in the End."

Warren Bros. Company

District Office 50 Church Street, New York City, N. Y.

The Highwayman

WHEN YOU ORDER



The Cement you get is **good**.

It is also **uniform**.

Your order is filled **promptly**.

In a word—you get the kind of service you have a right to expect.

"For Cement you can depend on—use Dragon"

Lawrence Cement Co.

PHILADELPHIA

302 Broadway, NEW YORK

The Skid-Proof Road

—is Concrete.

Its even, firm, gritty surface prevents slipping even in wet weather.

It is the necessary complement to good tires and good brakes, for complete responsiveness in your car.

More and more motorists are insisting on Concrete roads —and motorists can get the kind of roads they insist on.

*Send for our free booklet R-3,
Facts about Concrete Roads*

PORTLAND CEMENT ASSOCIATION

347 Madison Avenue
NEW YORK

*A National Organization to Improve and
Extend the Uses of Concrete*

Offices in 23 Other Cities



GLUTRIN

Four Reasons Why All Gravel Roads Should Be Treated With Glutrin

First: Glutrinized gravel roads are hard all the year round.

Second: Glutrinized roads shed water—and for that reason they do not rut up during the winter and Spring.

Third: Glutrin is the best binder yet discovered for gravel stone, sand-clay, or slag or earth roads.

And finally: Glutrin is not only the best binder, but by far the most economical.

What Local Authorities Think of Glutrin Road Binder:

Taken from the Daily Pioneer of Bridgeton, N. J., Tuesday, February 14, 1922

"SHOWS VALUE"

"Last fall the state highway department caused west Commerce street to be flushed with glutrin, an oil-like preparation which has for its object the laying of the dust and preventing the gravel on the roads to be cut up with the traffic. The glutrin application also has had the effect of giving the street a surface which turned much of the water, and the results show a very much improved condition this winter. While most of the gravel streets are soft with mud, west Commerce street is comparatively firm and free from mud, and much smoother in consequence. The experiment would seem to indicate that the glutrin application greatly improves dirt roads."

Glutrin has been manufactured by us in our own plants for over 15 years. We have our own tank car line in which to deliver the product. The material used in New Jersey was applied by Mr. M. R. Young, Trenton, N. J., with pressure distributors especially built to handle this product.

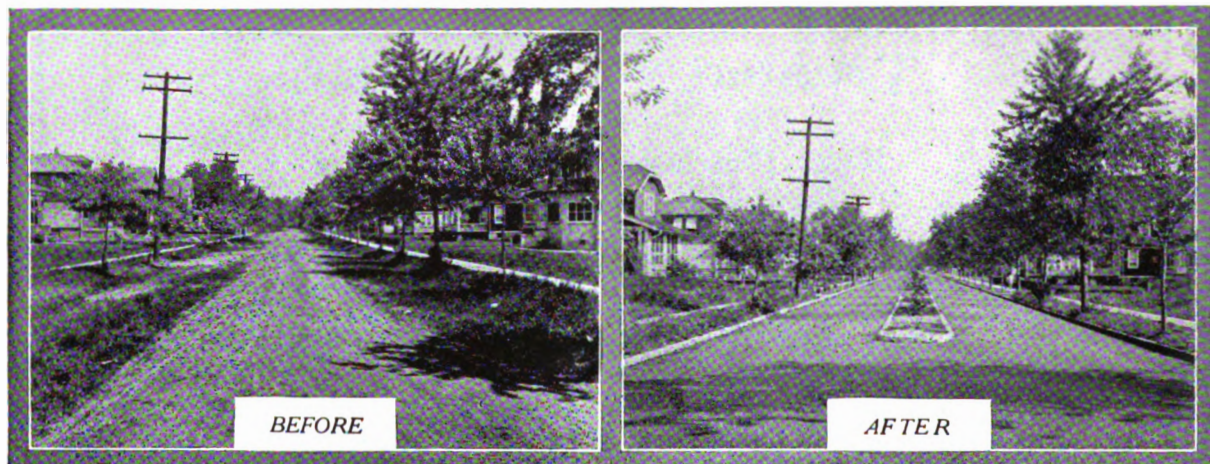
Send us your name, and let us put you next to Glutrin!

Robeson Process Company
Fifth Avenue Building, 200 Fifth Avenue, New York

The Highwayman

Mr. Property Owner==

*Wouldn't you pay
fifty cents a week
to change from
this————to————this*



The above pictures are actual photographs of Redford Avenue, Cranford, N. J., before and after it was paved with a "Tarvia-X" Penetration Pavement.

Instead of wading through mud all winter and breathing choking dust all summer the home owners on Redford Avenue now enjoy a smooth, hard, dustless and mudless pavement 365 days in the year.

And all for the nominal sum of about FIFTY CENTS A WEEK additional taxes on each fifty foot front lot.

Would you like to live on a Tarvia street? Would you like to benefit by the increased market value that such a street would give to your property?

If so, the experienced engineers of our Special Service Department can help you. These men have given years of study to road problems. Their advice and assistance may be had for the asking. If you will write us regarding road conditions in your vicinity, your letter will be given prompt attention.

Tarvia

*For Road Construction
Repair and Maintenance*

Tarvia is a coal tar preparation made in a number of grades to meet varying road conditions. It is the most popular road material in America and has solved the problem of low cost, traffic-proof roads and pavements for hundreds of towns throughout the country.

C. C. RANDOLPH
Telephone 2466, PLAINFIELD, N. J.
ASHLEY BURNER
Telephone 2232, PLAINFIELD, N. J.

The *Barrett* Company
40 RECTOR ST., NEW YORK CITY

C. A. BAKER, JR.
Telephone 323, CLOSTER, N. J.
H. M. SMITH
Telephone 96M, RIVERTON, N. J.



(Courtesy Portland Cement Association)

When Vulcan Made 'em, They Lasted Forever

Vulcan was the blacksmith of the Gods on high Olympus.

The things he forged in his mighty smithy lasted forever.

Neither time nor tempest, age nor rust, could

destroy their everlastingness!

In that they were similar to roads built of "Vulcanite"—the cement that is made in our giant plant at Warren Co., Pa., with its capacity of 2,000,000 tons a year.

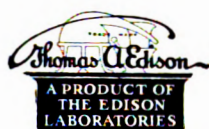
"Let's get together and talk Cement"

VULCANITE PORTLAND CEMENT CO.

PHILADELPHIA

BOSTON

NEW YORK



"EDISON"

The Word that means "Cement Satisfaction"

Why not put your cement troubles up to Edison?

Why fret and worry and lose money on slow deliveries, when we can ship your order the same day as received?

Do you realize that Edison Cement is produced right here in New Jersey; and that we can ship 150 carloads a day?

"Edison service—Cement when you want it!"

EDISON PORTLAND CEMENT CO.

NEW YORK

BOSTON

PHILADELPHIA

PLANT: NEW VILLAGE, N. J.

ALONG THE ROAD



'TWAS EVER THUS!

After Cartoon by Hanny
in Trenton (Missouri) Times

"Slimmy" has his first experience with the fickleness of the female of the species!

The Golden Rule - Even on the Road

The columns of the *HIGHWAYMAN* have contained many articles on what is being done to reduce the dangers of driving on the roads—a national system of hand signals; danger signs; "light-houses" that flash warnings, etc., etc.

But after all, there is no one thing that can so much reduce accidents on the road, and so much make for safety and comfort as the general application of that old—but still golden—rule: "do unto others as ye would they should do unto you."

If everybody would keep that in mind when driving, it would do more than anything else in the world to eliminate both accidents and those disagreeable happenings which often take much of the joy out of driving.

Just *put yourself in the other guy's place* and you will never try to hog the road, or "take a chance" that compels someone else to stop his car or burn out his brake bands to prevent an accident as a result of your recklessness. Don't always try to claim the "right of way"; even if you lose a half a minute by letting him go first, you'll find it worth while to carry away with you the memory of a smile from your brother motorist, instead of the rankling recollection of a scowl, or mumbled curse.

Be human; treat the other guy as you would like to have him treat you—and, nine times out of ten, you'll find the miracle will come to pass that *he* will treat *you* with the same consideration!

More Truth Than Poetry

By Corderoy Ike

Remember that the traffic cop, or the state police chap is only doing his duty when he insists on protecting you from other drivers as reckless as yourself.

At Last He's Gone Before

There was a guy who always tried
The car ahead to pass—
But now he's resting quietly,
Where he can't step on the gas.

It's funny that the man who cusses most about not having hard-surfaced roads to travel on, is always also the one who yells loudest when he has to "detour" when a road is under construction. It's funny—but it isn't logical.

Jim Rests In Pieces

Jim Hurry always took a curve
On the inside; but 'tis said
That now at last he's lost his nerve—
Because he lost his head.



An Invitation

An autoist, after being held up by highwaymen, beaten, robbed and left along the roadside, upon recovering from his experience, found himself sitting opposite a sign which the Board of Trade from a nearby town had put up and which read: "Thank You—Come Again."



Along Route 13, Princeton-Trenton; a succession of beautiful views